

Today's Advertisements.

HONGKONG SMOKING CONCERT CLUB

THE SECOND CONCERT OF THE SEASON will be given in THEATRE ROYAL TONIGHT, February 5th, at 8.15 P.M. FULLARTON HENDERSON, Esq., is the Chair.

MEMBERS who have not yet received their TICKETS are requested to forward \$2 to H. C. NICOLLE, Esq., Hon. Treasurer, when they will receive them.

MEMBERS are reminded that TICKETS must be shown at the Door—and this Rule will be rigidly enforced on this occasion.

J. A. LOWSON, Hon. Secretary.

Hongkong 5th February, 1938. [175]

HONGKONG CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING OF THE MEMBERS OF THE Club will be held in the CLUB HOUSE on MONDAY, the 14th February, 1938, at 3.30 P.M., for the purpose set forth in the Notice posted in the Hall of the Club.

By Order,

C. H. GRACE, Secretary.

Hongkong, 5th February, 1938. [215]

THEATRE ROYAL.

CITY HALL.

AMATEUR DRAMATIC CLUB

WILL GIVE TWO PERFORMANCES OF "THE DUCHESS OF BAYSWATER & CO."

"A PANTOMIME REHEARSAL,"

ON SATURDAY, the 19th February, 1938, and

MONDAY, the 21st February, 1938, Performance each night at 9 P.M. precisely.

PRICES—\$3, \$2, \$1, and 50c. Half price for the Pit for Soldiers, Sailors, and Police in Uniform.

SEATS can be booked at the THEATRE on and after MONDAY, the 14th February.

Booking Office open from 10 A.M. to 4 P.M. (On Race Days the Office will CLOSE at 2 P.M.)

Late Trans quarter of an hour after fall of curtain.

E. W. MITCHELL, Hon. Secretary.

Hongkong, 5th February, 1938. [216]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE TWENTY-NINTH ORDINARY MEETING OF SHAREHOLDERS IN THE COMPANY will be held at the COMPANY'S OFFICES, No. 3, QUEEN'S ROAD CENTRAL, Victoria, on MONDAY, the 28th February, at 12.15 o'clock P.M., for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1937.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 25th February, both days inclusive.

By Order,

JAS. B. COUGHTRIE, Secretary.

Hongkong, 5th February, 1938. [217]

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

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By Order,

JAS. B. COUGHTRIE, Secretary.

Hongkong, 5th February, 1938. [218]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SOUTHERN.

THE COMPANY'S STEAMSHIP

"HUPEH,"

Captain Q. will be despatched as above on TUESDAY, the 8th instant at Noon.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 5th February, 1938. [204]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA STRAITS AND COLUMBO.

(Taking Cargo at through rates for LIVERPOOL, GLASGOW, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE COMPANY'S STEAMSHIP

"PINGSUKY,"

Captain D. Davies, will be despatched as above on WEDNESDAY, the 16th instant, at Daylight.

To be followed by the Steamship "NINGCHOW."

For Freight, &c., apply to HOLLIDAY, WISE & Co., Agents.

Hongkong, 5th February, 1938. [185]

Today's Advertisements.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI.

(Passing through the INLAND SEA.)

THE COMPANY'S STEAMSHIP

"HOENZOLLERN,"

Captain H. Blecker, will leave for the above Ports on or about FRIDAY, the 11th instant.

For further Particulars apply to MELCHERS & Co., Agents.

Hongkong, 5th February, 1938. [201]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SHANGHAI.

THE COMPANY'S STEAMSHIP

"SACHSEN,"

Captain H. Supper, due here with the outward German Mail about THURSDAY, the 10th instant, will leave for the above place about 24 hours after arrival.

For further Particulars apply to MELCHERS & Co., Agents.

Hongkong, 5th February, 1938. [201]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA,"

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL, CARLILL & Co., Agents.

Hongkong, 5th February, 1938. [1-1-4]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship

"CHINA,"

are hereby notified that their Goods are being landed and stored at their risk in the Company's Godowns at Wharf, from whence delivery may be obtained on countersignature of Bills of Lading.

Goods remaining unclaimed after the 12th February will be subject to rent.

No Fire Insurance will be effected.

J. S. VAN BUREN, Agent.

Hongkong, 5th February, 1938. [1-1-1]

THE P. & O. S. N. Co.'s Steamship

"COROMANDEL,"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. *China*.

From Persian Gulf, ex S.S. *Kilwa* and *Patna*.

Optional goods will be landed here unless instructions are given to the contrary before 11 A.M. TO-DAY.

Goods not cleared by the 11th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE, Superintendent.

Hongkong, 5th February, 1938. [1-1-5]

THE P. & O. S. N. Co.'s Steamship

"JAPAN,"

FROM ANTWERP, LONDON, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From Italy, ex S.S. *Sulla*.

From Madras, ex S.S. *Lalpara*.

Optional Goods will be landed here unless instructions are given to the contrary before 4 P.M. TO-DAY.

Goods not cleared by the 11th instant at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE, Superintendent.

Hongkong, 5th February, 1938. [1-1-7]

AN APPEAL.

THE SUPERIORITY OF THE ITALIAN CONVENT, CANN ROAD, has been most respectfully APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Genlemen's Shirts made to order, and Collars and Cuffs removed on old ones.

Ladies' and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery, Materials can be supplied, if required.

The Superiority will also be most grateful for any Papers, or old Envelopes to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1938. [439]

Intimations.

DAKIN, CRUICKSHANK & COMPANY, VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS

are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, RESTAURANTS and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 1st March, 1937. [30]

TO SUBSCRIBERS.

SUBSCRIBERS TO "THE HONGKONG TELEGRAPH" ARE MOST RESPECTFULLY REMINDED THAT ALL SUBSCRIPTIONS MUST BE PAID IN ADVANCE.

A. S. WATSON & CO. LIMITED.

ESTABLISHED A.D. 1841.

WINES & SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best goods at MODERATE PRICES.

PRICES LISTED, with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

SHERRY—Excellent Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET—Our Claret, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currants, as is generally the case with Cheap Wines.

BRANDY—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY—All our Whisky is of excellent quality and of greater age than most brands in the market. THE SCOTCH WHISKY marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorized Agents at the Coast Ports.

A. S. WATSON & CO., LTD., THE HONGKONG DISPENSARY.

Hongkong, 8th December, 1937. [7]

The Hongkong Telegraph

HONGKONG, SATURDAY, FEBRUARY 5, 1938.

NOTES AND COMMENTS.

In Hongkong we grumble about the condition of the roads from time to time; but though we are not merely amusing ourselves and girding unjustly at the P.W.D., still we really have a great deal to be thankful for, if we only knew it.

As a matter of fact, Hongkong roads are on the average probably better than those of any other place (taken as a whole) in the world. At any rate, they are distinctly better all round than in most other places in spite of the exceptionally difficult topographical and climatic conditions here. To duly appreciate this hard fact, it is necessary to live in Japan (away from foreign settlements) for a little while; and we will readily forfeit any reasonable sum to any charity named by any of our readers if he or she does not find that the longer one stays in Japan, the more one yearns for the Hongkong Roads Department.

The Japanese themselves do little grumbling, for they have little idea of anything better. The foreign residents in Japan do little grumbling, for they are tired, and know it is useless. But once in a while, a weary wall of excretion goes up from both sections of the community, and nothing is done all the same. Now something will be done, for His Excellency the Vice-Minister of the Imperial Household has been thrown on his head out of his Jikkisha by the unevenness of a principal thoroughfare in Tokyo, and has been seriously lamed. So there is a flutter and a fuss in the Tokyo Roads Department, and there will be less of the steep-chase or switchback about their roadways for a time. But before Japan—even the metropolis, let alone the provinces—can compare with Hongkong, it will be necessary for an Imperial Highness or Majesty to augustly break his honourable neck.

His Honour the Chief Justice, speaking at a school prize distribution a few days ago, said that the Chinese were a "highly civilised race," and much more to the same effect. This is often said, and almost as often denied. It is a matter of opinion what constitutes civilisation. We should "hedge" on the question, and say that in some things the Chinese are highly civilised, in others deplorably uncivilised, and on the whole they are a curious conglomerate of paradoxes and they have a great deal to learn, besides a great deal to unlearn. For example, they are civilised

enough to know about eclipses, to foretell them precisely, and in all probability understood all about eclipses before Europe was Europe; yet these same childish Chinese go on firing crackers and beating gongs to scare the devil which is swallowing the sun! It is not a mere matter of infant fairy tales like Santa Claus, but a serious national affair. It is not a mere poetic fiction like our personifications of the planets, but an event of the highest political importance. It is not merely the ignorant masses; the Emperor himself, and all his Court and statesmen, gravely offer prayers and sacrifices in solemn State, and go through great ceremonies of dignified humiliation, because the eclipse (which they fully understand on a natural and scientific basis) is still supposed to be a visitation of heaven for their sins. And the business of the Empire is suspended on account of the ludicrous farce. Is this what Sir JOHN CARRINGTON calls civilisation? Even in a centre of enlightenment like Shanghai, the most advanced place in the Empire, when the eclipse was in progress, the native officials headed by the Shanghai Magistrate were busily engaged inside the City offering up the customary prayers, kneeling before the gods, and firing crackers to scare away the evil spirits and keep them from swallowing up the sun!

The Central News Agency has been again at its old tricks, fabricating sensations. It published a story to the effect that Britain had obtained from China the cession of a large tract of territory adjoining British Kowloon. On this the German press commented considerably, the French press grew bitter, and there was danger of further French aggression as a set-off for the report. We are at a loss to understand why the British Government so resolutely refuses to do the one thing needed to put Hongkong in a position of reasonable safety; but we are pleased to see that the Hongkong branch of the Navy League is doing its best to press the matter, and we hope it will end successfully.

A correspondent writes protesting against the fuss that has been made over the fact that Sir W. ROBINSON left Hongkong by a German steamer. Many people dislike the transshipments of the P. and O. service, and have other reasons for preferring French or German mail steamers. If one line satisfies the requirements of individual passengers better than another, what has nationality to do with it? There is far too much of this outcry for business matters to be guided by sentiment. If British business has to plead its nationality against better value for the money, it is a pity!

REUTER'S MESSAGES.

THE OUTRAGE IN BELUCHISTAN.

LONDON, February 3rd.

The British force from Karachi sent to punish an attack on a telegraph surveying party, has attacked and completely routed the Beluchis at Makran with heavy loss, including four of their leaders.

THE PRESS ON TAI-LEN-WAN.

The report that the Government had withdrawn the condition that Tai-LEN-WAN should be a free port has evoked much adverse comment by the Press, but the Government intimates that the public is misled regarding the negotiations at Peking which are absolutely confidential.

LOCAL AND GENERAL.

THE buying rate for sovereigns is \$10.60 per £.

A CENTRAL Market stall-holder having neglected to keep his premises in a cleanly condition, was today fined \$5 for his carelessness.

THE dead body of a female child aged 2 years was found in Mason Lane, off Wyndham Street, today. The child had died of small-pox.

THREE men charged by P.C. Patterson with acting as watchmen for a gambling "school" at Sau-ki-wan, were today sentenced to fourteen days each.

THE steamer *Kong-ju*, built by Messrs. Fenwick & Co., will soon be ready for service on the Hongkong-Wuchow route, under command of Capt. Mackenzie.

VICK-ADMIRAL Sir E. H. Seymour, who arrived yesterday by the P. and O. steamer *Coromandel*, was today officially received on the station and the customary salutes were fired by the Murray Battery and the *Victor Emanuel*.

INSPECTOR Ducean is continuing his raids on the users of unjust weights and measures. A trio of offenders was before the Magistrate today. Two were fined \$10 and the other, whose case was aggravated by his behaviour in "bluffing" the officer, was ordered to pay \$20.

A EUROPEAN resident was today fined \$3 for assaulting his cook. It appears that the cook had neglected to serve up dinner in time and the soup was cold. Defendant threw a pint mug at the domestic and grabbed him by the collar for being insolent when remonstrated with.

A GRAHAM Street shopkeeper was today charged by Inspector Ducean with illegally storing kerosene. There were 56 cases of oil in the shop covered with hemp and bags of rice and the plea was that it was waiting for the purchaser to come for it. Mr. Woodhouse commented on the danger of the practice and imposed a fine of \$25.

A GANG of thieves organised to prey upon thieves has been discovered in Paris. Their plan was to watch for shoplifters in the department stores like the Louvre and the Bon Marche, to follow them home, and then, under pretence of being police inspectors, to search their apartments for stolen goods, which they carried off with no fear of complaint being made.

SHORTLY before 4 a.m. today a fire broke out in a cockpit on the ground floor of No. 45, Praya Central. The Fire Brigade was in prompt attendance and the outbreak, which was confined to a quantity of matting was got under without much trouble. A good deal of the matting was damaged but the premises escaped injury. The origin of the fire is unknown.

THE Poon Sook Steamship Company (Mr. Claude Lay Kun Manager) is now running the steamers *Luchow* and *Lufat* between Canton and Wuchow, while the Co.'s steamer *Chingpo* (Capt. Marsh) has now been put on the Hongkong-Wuchow route. This Company recently chartered the *Albion* and intend her for their rapidly expanding Wuchow trade.

FIVE coolies were today charged at the Magistracy with having stolen \$20 worth of Japanese curios. The men had been engaged to remove the goods from a shop in Peel Street to one in D'Algar Street when some were mislaid. One of the defendants, in whose possession a missing box was found, was sentenced to six weeks' imprisonment and the others were discharged for want of evidence.

A TELEGRAM has been received by the Standard Oil Co. at Yokohama, to the effect that the ship *Alexander Gibson*, which left New York on July 27th last for Yokohama with 75,500 cases kerosene, encountered a violent storm en route, and was blown ashore on a small island near Sydney, receiving considerable damage, but no casualties occurred. The Captain reached Sydney and called the head office of the Standard Oil Co. It is said that the repairs of the vessel will take two or three months to complete, and that some of the damaged cargo will probably be sold by auction at Sydney.

A GOOD deal of uneasiness it is heard, being felt among the boat and junk people of Canton and the Delta owing to it having leaked out that the Viceroy is preparing a scheme for taxing them in order that funds may be obtained for the maintenance of a sort of river patrol service of launches and gunboats. The people seem to think that the cost of the service should be provided out of the huge revenue now collected by the Laka and Destination Tax officials and that in any case they will not be given any more protection than formerly. They think, and with reason, that the patrol boats will be new instruments in the hands of the mandarins for "squeezing" the floating population and the villages along the banks of the creeks and canals forming the Delta. The officials seem to have shown hitherto very little interest in the welfare of the masses and it is therefore not surprising that they should feel uneasy as soon as it was noted abroad that a new instrument of torture was in pickle for them.

In the judgment delivered by the Nagasaki Court in the Epps murder case, appear the following paragraphs, according to the Nagasaki Press translations:—"These facts are gleaned by the examination—That on the 13th Dec., 30th year of Meiji, at about 10 o'clock p.m., the defendants, Yomotsu and Hikutaro, took in their sampan at Sagami-mura Habots, Frank Epps, first class apprentice of the U. S. S. *Olympic*, which was in the harbour at that time, and towed towards the *Olympic*. That the evidence is not conclusive to prove that on their way to the *Olympic* the defendants began a quarrel with Epps and pushed him into the water. That the defendants were well aware that Epps was drowning, but they rowed away without rescuing him and caused his death, notwithstanding there was a full hour to rescue him if they had wished to do so. Nakamura Yomotsu, is fined 500 yen (one hundred yen). Kwada Hikutaro, fined 500 yen (100 yen). The boatlock seized to be returned to Nagasaki Water Police Station." And only a few months ago a schoolmaster who had damaged a picture of the Emperor was sent to gaol for three years. Pity the poor foreigners in Japan! Oh, what a happy land to live in!

RECENTLY the Viceroy of Canton was commanded by the Central Government, in Peking, to adopt energetic measures for the protection of the two Kwang provinces against foreign invasion. The Viceroy had no one near him to whom he could appeal for sound advice so he despatched a gunboat the *Kingchow* with a detachment for Liu Yang Yu, the notorious Black Flag Chief, who "scouted" from Formosa as soon as the Japs got within gunshot of his fortifications at Anping and Taiwan. He was invited to proceed to Canton to devise means for protecting that city against attack by any foreign nation. Arrived at Canton the Chief was ushered into the Viceroy's presence and asked whether he had any scheme to propose. "Oh," said the veteran warrior, "give me two thousand modern rifles and smokeless powder and I will put to flight any foreigners who dare to molest us." This great scheme was not approved by the Viceroy who is, we understand, very much disgusted with his "military" adviser; so much so, in fact, that he has requested him to take charge of a small arsenal in the city. He is not allowed to return to the south as it seems to be desirable that he should be kept under the eye of those who can make him feel that although he has been a Chief he is not yet the "King of Kings."

WHERE are those eggs and ham? Hongkong was to be

HONGKONG ICE COMPANY, LTD.

The annual meeting of the Hongkong Ice Company, Ltd. was held to-day, in the offices of the General Manager, Messrs. Jardine, Matheson & Co. Hon. J. J. Bell presided. The others present were: Messrs. W. Parsons (Manager), A. Fleck, J. H. Cox, K. M. Ross, H. W. Bell (Secretary), Ho Tung, Ho Fook, K. Chao, Lo Cheung Shie, Ho U. Shang.

The Secretary read the notice convening the meeting.

The Chairman said—Gentlemen, I think all of you will regard the results of the past year's working of this Company as in every way satisfactory. The Account in your hands shows a net profit amounting to \$62,171.39, as against \$55,044.85 for 1896, and subject to your confirmation, it is proposed to pay a final dividend of 55 per cent share, with the interim dividend paid in August last, gives shareholders a rather better return than in the preceding year. As stated in the report, it is also recommended to make a liberal provision for depreciation, and in view of the increased amount, which is estimated to have been expended on buildings and new plant, and the desirability of strengthening the future position of the Company against possible competition, I hope this appropriation of profits will also be accepted. The outlay on the extensions, etc., referred to, will, it is now thought, exceed \$60,000, or a slightly larger sum than was estimated twelve months ago. General Expenses have increased about ten per cent over those of the preceding year, mainly due to the enhanced price of coal, and while on this subject I may mention that we are introducing the Moller Furnace into the works with the view of effecting an economy in future by the burning of Hongkong small coal. I will be pleased to answer any questions with regard to the report.

There being no questions the Chairman proposed the adoption of the report and accounts. Mr. J. H. Cox seconded.

Carried.

Mr. Ho Tung proposed the re-election of Mr. Thos. Arnold as auditor.

Mr. A. Fleck seconded.

Carried.

The Chairman—That concludes the business of the meeting. Dividend warrants will be sent out on Monday. Thank you, gentlemen, for your attendance.

THE GRIFFIN ON THE GROWL.

I have just come out to China, in a clumsy cargo-liner, a tub with iron decks.

Where, if accurately reckoned, "first-class" fare is really second, as it's stammed down people's necks.

Where, to save a little cash, passengers are fed on hash, which made me shoot the cat—

And I don't like that!

I hadn't been here long, before I said "Confound Hongkong! I wish I'd never come!"

I'd be contented with my "lot," if there was one to be got, and I could help myself to some.

But here I'm on the job with the dollar at two bob—my employer simply had me for a fat.

And I don't like—that!

I had to soon engage, at a modest monthly wage, a domestic known as "boy."

Whose diligent attention to whatever I might mention was a constant source of joy.

But unfortunately he (on what he stole from me) began to grow too fat.

And I don't like—that!

If I play all night at euchre, and lose lots of filthy lucre, till I feel inclined to blink.

In company with friends, at a game that never ends, till we go home with the milk.

Then it's funny how the whisky, which you took to make you fishy, makes your head outgrow your hat.

And I don't like—that!

SVENGALI.

THE MERCHANT SERVICE.

Britons of all ranks should feel interested in the welfare and progress of the Merchant Ship Officers' Bill, which is to be presented to Parliament, which has been carefully drafted with a view to lightening some of the burdens now bearing somewhat heavily upon holders of Board of Trade Certificates. One of its avowed objects is to protect and encourage professional ambition and zeal, by making the sea service an open and satisfactory life career for British subjects only, and straitening the gate considerably by which foreigner finds it easy and convenient to enter the almost indiscriminate issue of Certificates which are now so heavily discounted that Third and Fourth Mates are expected in many cases to have passed the Extra Master's examination; to insist that every British vessel shall carry Certified Officers, who in every case must be British subjects.

In several articles we have shown that the foreign element has already got a very solid footing between the mast and in the stockhold, and also among the petty officers. It is now aiming at the quarter deck, and we think that we are fully justified in assuming that the British element is to be the conqueror, that is to say, that Colonial vessels and a large number of ships trading abroad under our flag carry Masters and Officers certified by British authorities, but who are aliens by blood and birth, and this policy on the part of Colonial Shipowners has certainly not been staggered or shaken in any way by the Australian strike of some seven years ago. The number of Certified aliens now serving in British merchant ships, clearing and arriving from and at the ports of the British Islands, admittedly is a low estimate, and if we add to these some three hundred or more sailing in Colonial vessels and readers who seldom return to the United Kingdom, and who frequently are foreign vessels (with British register for protection), but not conforming to British law or Board of Trade Regulations with regard to Officers. We find that the craft by which we obtain our living is threatened, and that free trade principles are stretched and expanded to such an extent that the maritime community, even to the extent of a pressing invitation to the foreigner to step in and make himself quite at home upon easier terms than are allowed to the *free born Briton*. For a State which prides itself (and with great justice) upon the enterprise and skill of its merchant-adventurers and mariners, and whose existence as a first rate power seems solely to depend upon the wise organization and patriotism of the men who man her mercantile fleets, who protect their shores and who are indispensable as national soldiers, the apathy and negligence of the Legislature in postponing or delaying measures which may secure the service of nationally trained native crews and officers, seems strangely anomalous, if not worse. For fifty years we have been in a state of transition, and the end is not yet. The country has responded to the appeal on behalf of the

fighting services, and called a new and efficient Navy into existence. The construction of merchant vessels has not lagged, but has been pushed forward with energy and skill, until today we stand unrivalled in nautical supremacy and skilled methodical and mechanical enterprise; but while the noble products of genius charm and gratify us, we seem to take but little thought for those who will have to carry on the vast and intricate schemes of commerce we have designed, worked out, and created. Are not the lines which connect a vast and world-wide Empire with us by the undaunted pluck and energy of British seamen to be held in trust for us by British sailors still? Is not the rising generation of British youth and manhood equal to any call that can be made upon its patriotism and devotion? Surely, no! It then our solemn duty to "see" to it that means are provided whereby we may assure England's heritage to her own children, by encouraging and training the vast mass of material now waiting for want of proper and firm method of organization. So shall we reverse our present policy of taking away the children's bread and throwing it to dogs. Use the foreigner by all means, and naturalize him if he means to cast in his lot with us for better or worse, but do not grant him privilege which no other Maritime State would grant to aliens.—*Merchant Service Reporter*.

FOOTBALL.

HONGKONG F. C. v. H.M.S. "POWERFUL."

There was a good game yesterday evening between the Hongkong F. C. and H.M.S. "Powerful."

MacKay, Danby and Slade were away from the Club team which left in Pinkie, Head and Holmes. The game started at 5.5. For 25 minutes of the first half the Club played with 10 men, Moberly being late, but for all that had slightly the best of matters. The "Powerful" played individually well but their forward lacked combination and could make little influence on the opposing defence. Early on the Club scored but later the "Powerful" equalised and made several good attempts to obtain the lead as their outside right put in one or two long shots which only just topped the bar, however there was no alteration in the score at half time.

During the second half with their full complement the Club had more of the game and succeeded in putting on two more goals; neither of them were brilliant ones and begging of the "Powerful" defence was as much the cause as cleverness of the Hongkong forwards.

There was no alteration of the score and at the final whistle it stood 3 to 1 in favour of the Club. Instead of the customary half hour little more than 30 minutes was played in the end portion.

The "Powerful" when they have had more practice will have a strong team, but at present they don't seem to understand one another's play and evidently lack training. Davies' play in goal for the Club was not reassuring. To put up one hand to stop a long high shot is very risky, as with both employed they are not too easy to stop. The Club's backs and halves all played well but Davies made a mistake in dribbling. Pinkie and he would make as strong a pair of backs as the colony possesses.

Their forwards are fast and clever but each man trusts too much to his own excellence and will probably fall when they meet a strong half back line.

THE "EQUITABLE."

Having regard to the growth of business Mr. J. T. Hamilton, general manager for the East of the Equitable Life Assurance Society of the United States, has resolved upon the establishment in Hongkong of a branch office; and an advertisement announces that, from this date, business will be transacted at No. 9 Queen's Road, Central, with entrance to Ice House Street.

The magnitude of the business of this Society, and its rapid increase, will be seen on reference to an advertisement to which special attention is invited. The sum of \$110,330,321, which no less than \$10,500,000 is surplus in excess of all reserves required by law and all other liabilities to policy holders. This is a superb result indicative of excellent management and financial administration. Policies in force at the close of 1897 reached the grand total of \$1,018,159,000, or, reduced to local currency \$3,000,000,000. The degree of favour enjoyed by the Society is evidenced by the fact that new business was completed in 1897 to the extent of \$2,270,000, the Eastern Branch contributing a substantial proportion of that sum.

As life assurance now attracts considerable attention opportunity will be taken to deal with some of its principal points.

AROUND THE WORLD IN 30 DAYS.

The trip around the world can be made in 30 days without any trouble. So says Mons. J. D. Gavetski, a Russian Government engineer, and Mons. P. Chamillard, a French engineer in the service of Messrs. Papot & Co. of Paris, who arrived at Victoria (B.C.) last month from the Orient, after having been engaged in the construction of the Trans-Siberian Railway.

A traveller can now journey from Vladivostok to the Pacific Coast to St. Petersburg, in ten to twelve days. This vast line traverses a thickly populated country, over rivers, through ravines, across seemingly endless trestles and over wide barren steppes, a route full of engineering difficulties for 9999 miles. With the great railway an accomplished fact, it is easy to see that the military strength of Russia on the Pacific Coast will be greatly strengthened. There are over 200,000 soldiers at Vladivostok, but it is probable that in a week Vladivostok is itself in an exceptional strong position, for there are no less than thirty fortresses there, and a fleet of from seven to nine Russian war ships are ever in the harbor. The transcontinental line, after leaving Vladivostok, runs northwards to Haborok, where the Governor-General of Western Siberia resides. This is a city of 100,000 and a strong military point. From Haborok it runs westwards to Blagoveshensk and Nerchinsk, two very important centers of population. From here a break occurs for about 1000 miles, and instead of proceeding by rail, the traveller takes passage on one of the river steamers running up the Amoor river to where the railway again begins. This and a break at Lake Balkhal, where connection is also made by steamers, are the only breaks in the line, and before long these will no longer exist, as work has already begun on a continuation of the line along the banks of the Amoor and around Lake Balkhal. From this lake to the Siberian boundary at Ala-Sumara are ten large cities, with a population averaging about 50,000. All are strong military posts and many soldiers are stationed at each.

Work has just been commenced on a line from Vladivostok through Northern Manchuria to Blagoveshensk, paralleling the other line, and by which the journey will be shortened about 1,500 miles. This line is being built by virtue of a concession between Russia and China.

A JAPANESE JOURNALIST.

Among the many foreigners who visited London in the memorable year of the Diamond Jubilee, few are better known to their own country amongst literary men than Mr. Ichiro Tokutomi. Not only is he the editor of the *Kokumin Shimbun* (the *Nation*), a most important Japanese paper, and of various journals, but he is also a publisher, and the author of "The Shorai-no-Nihon" (The Japan of the Future). The influence of Mr. Tokutomi on contemporary Japanese thought has been far-reaching, and his style is looked upon as a model for imitation by the younger writers of the day. This distinguished gentleman, who was accompanied by another journalist-author, Mr. Y. Fukai (the translator into Japanese of Pearson's "National Life and Character," and similar classics), had been touring throughout Europe and the East. Among these the travellers met were Tolstoy, the novelist, and the Roumanian and Serbian Royalists.

Mr. Tokutomi greatly pleased Carmen Sylva by telling her that there were only two women in the world who were at once queens and poets—herself and the Empress of Japan; and still more by presenting the famous Roumanian lady with an impromptu poem, in which he expressed his delight in seeing the Japanese national flower, the chrysanthemum, in the court of foreign potentates. The Empress of Japan has written two poems which have great value in her country as distinguished, wholehearted, and brilliant, and which, as man's good points are brought out by hard discipline; and another on water, which takes the form of the vessel that contains it, just as man is shaped by his environment and his friends.

In conversation with a representative of the *London Daily News*, Mr. Tokutomi and Mr. Fukai explained that journalism in Japan was rapidly attaining the importance of a real Fourth Estate. "Upwards of 800 papers and reviews are published in our country," the editor said, "but there are only a dozen journals of paramount political importance, and not one of them is an evening paper. Their circulation varies from 10,000 to 100,000, and they are all of course, the chief source of revenue, but none are printed as though they were reading matter. Our journalism resembles the French in one respect—the papers do not depend for their success on the reputation of the writers. To mention one instance, Mr. Fukuzawa, the editor-in-chief of the *Yomi Shimbun* (Times), is personally a power throughout Japan; and Mr. Kuge, of the *Nippon* (Japan), Mr. Shimada, editor of the *Manchukuo Shimbun* (Daily News), and Vice-President of the House of Representatives, when Mr. Takahashi, formerly editor of the *Asahi* (Morning Sun), now Chief Secretary of the Cabinet, are also well-known. Thanks to compulsory education the mass of the people can read the journals, and since the war they have taken an active interest in foreign news. My own paper represents Young Japan, and is the exponent of Nationalism in foreign policy, and Liberalism in home affairs. I have occasional correspondents in various cities of Europe and America, and I dispatched special correspondents to Korea and to China, as you in the West have to Greece and Turkey.

"One reason why English is so popular in Japan is that our people are greatly interested by Herbert Spencer's works and the writings of J. S. Mill, Darwin, Macaulay, Carlyle, and Emerson. The essays of Macaulay and Emerson, indeed, were published by the Government for use in the Imperial schools. Naturally we think very highly of Carlyle's 'Hero Worship.' The novels of Dumas, Lytton, Victor Hugo, Alexandre Dumas, Count de Tolstoy and others have been translated into Japanese, and the poems of Tennyson and Wordsworth are very popular in this form. We have entered upon a period of our literature. The fathers of our modern literature are Rai Sanyo, historian and poet; our Macaulay; and Bakin, historical novelist; our Walter Scott. Our best living writers are Mr. Fukuoka, of whom I have already spoken—he is an essayist; and Mr. Tokutomi, formerly editor of the *Yomi Shimbun*, and father of Japanese journalism, who is our leading dramatist. Novels are the most widely read books in Japan, where they always run through the newspaper. In the first place; then in order of popularity, political literature, embracing economic and social questions; then history and next poetry. There is a strong historical spirit in modern Japan; and from my own office I have published fifty volumes of historical literature, besides having in my weekly paper a space devoted to historical essays. There are no rhymes in Japanese poetry, but there are feet; and in modern poems the influence of Wordsworth, Tennyson, and Longfellow is clearly discernible, and, of course, that of Shakespeare and Goethe, who are both much studied.

"I cannot admit that Japanese art is declining in the foreign atmosphere; on the contrary, I think it is improving. What I mean is, our genius is learning to see two centuries, and early learn perspective from abroad, and so has been Kabuto, the present leader of the Impressionist school. Our porcelain art has declined, temporarily, I hope, but Japanese metal work was never better than it is to-day."

Mr. Tokutomi is naturally in a position to appreciate the present religious outlook of Japan. "Our country is our idol, and patriotism our first doctrine. From the Emperor downward the vast majority have no other religion. For the rest, the common people are Buddhists, half a million perhaps Confucians, and say a hundred thousand Christians of all sorts—Roman Catholics, Greek Church, and Protestants—while a few profess Shintoism, the indigenous religion. But this Buddhism, Confucianism, Christianity, is all 'Japanized,' and the Shintoism is modernized. Let me explain what I mean by the last sentence. Just as you have statues to Nelson, Wellington, and others, so the Japanese have 'temples' to Yoritomo, founder of the first military government; and (in the famous Temple of Nikko) to Tokugawa Iyeyasu, founder of the last military government—our Frederick the Great. Others to whom, in Carlyle's phrase and sense, we offer due worship, are Tenjin, statesman and poet, one of the most popular objects of worship; Kusunoki Masashige, a typical loyal general; and Kato Kiyomasa, a brave general who fought under Taikoo. Other 'temples' are 'sacred' to ancestors.

"If the people of the Englands of the West and of the East were better acquainted," said Mr. Tokutomi, earnestly, "I am sure they would be better friends. As it is, Japan has many friends in England, but they care more for her art than her people, and those who visit Japanese seaports and beautiful scenery do not grasp the characteristics of our nation. We may be so-called and polite—I regard that as complimentary—but we are not so happy, not so childish, as the travelling Americans would have you believe. Our Foreign Minister, Count Okuma, the champion of young Japan, reminds me of Lord Palmerston—in his high spirit, his stung temper, his indomitable perseverance, and our present Prime Minister Count Matsugata has broad, moderate opinions on the subject of finance.

"The great danger for British interests in the Far East is Russia, not Japanese competition. I think it is a great pity that you have been so

occupied in Africa for China might prove to be a still better market. Russia has already concluded treaties with China, and France has followed in her steps, with a view to imposing prohibitive tariffs in China. I do not fear Russia's armies, but I admit being afraid of her tariffs."

AN AMERICAN VIEW OF CHINA'S POSITION.

BY FRANK L. COOMBS, EX-MINISTER TO JAPAN.

In giving my views of the Oriental question I labour under the embarrassment of one who has gained official knowledge of certain things which happened preceding the war between China and Japan, and I feel bound by the same obligations of secrecy now that were imposed upon me then. Suffice it to say, and I think that in this I violate no relation of official confidence, that I predicted the next great war involving Europe would be in Asiatic waters. This may yet be averted and my prophecy come to naught, though to-day the whining Oriens discloses the scene where the great powers are pushing on to the verge of war.

When geographical situations are taken into consideration this all appears most natural. The vast Chinese Empire extends westward from the Pacific Ocean until it takes one-fourth of Asia, comprising in all a greater area than the whole of Europe and one and a half again as large as that of the United States.

The nineteenth century is perhaps a fulfilment of the Pacific prophecy, the gateway of commerce of the world. For we see far removed from this scene the nations are gathering their strength for the war of spoil which must come from the dismemberment of what we look upon now as the oldest part of the world. Why is this? Simply because China is weak. What the motives? Many.

The reasons and the motives are not conjoined. China's Pacific coast line extends between the eighteenth and the forty-first parallels of north latitude. There are many ports open to the year round, and the European nations will eventually—for one necessarily grows out of another—seize the whole of the coast line of China. Such a policy began in the sixteenth century, when Portugal obtained a foothold at Macao. Then in 1842 Hongkong was ceded to Great Britain. Then the English command of the fine harbor between the Island of Hongkong and the mainland, as well as a complete control in case of war on the Canton River, from which comes the commerce of Canton and much of that of interior China.

This was followed by the opening of ports and treaty concessions to the several nations, the establishment of courts, the adoption of police regulations which have amounted almost to permanent occupation, and a hostile demonstration in any one of these ports would involve every nation interested in grave international questions.

This is the only way the United States could become a reckoning power. The Americans looking on may well ask, "What does it all mean?" It means much to the United States, for the present of man and the federation of the Pacific Docks and ports and battlements will line the coast, navies will swarm the seas, and then will come the necessity of coast defenses and a great Pacific squadron for America.

What does this simultaneous movement of the European navies mean? Germany occupies a harbor opposite Formosa, the rich island recently acquired by Japan as the result of her war with China. Naturally the fruits of victory would have given Japan dominion over the mainland. Her natural ambition would have led her to the occupation of all that part of China directly opposite. This would have given her not only valuable ground, but would have enabled her to protect her western coast. Why did she not take this advantage?

Do we not find an answer in the fact that Russia has been as fast as possible completing her railway to Siberia; that she has gradually assumed what is in fact a suzerainty over Korea, and at last has occupied Port Arthur? Has the student of history ever studied the advantage of Russia? Look at the map of your childhood and the map of to-day. A territory extending from the Baltic Sea to the Pacific Ocean, commanding as she does, with the coast of Korea and China, so much coast line. It will be no Crimea with the landed nations trying to hold, even so, but with her army, disciplined as von Moltke in years of waiting had disciplined the German army, pouring south from Siberia, she stands to-day in a position to crush away ancient governments and mock crumbling dynasties.

The interests of America are and to contemplate. She has lost all the opportunities that the gorgeous East with richest hand could shower upon nations. She opened the ports of Japan and Korea. She occupied an original position. Without jealousy and without alarm she could have maintained her influence legitimately acquired in the beginning as a disinterested nation, but tradition, which blurs age without fading, has led her back to old commerce and everything else was absorbed by conquering nations. The result of it all is that while she may look on with alarm, she must simply look on.

China has demonstrated to the world her defenseless position and has practically given the powers permission to take as they choose. It remains to be seen what country, through modesty, will decline participation in this high carnival. It remains to be seen, too, what may be the result of over-indulgence. In this a child is as wise as a sage. Should the spirit of Tamienese animosity the statement of China the invaders would be given to the sea. But it is the example of a country where the old have grown richer, the poor prosper, and cancer growth has weakened the timbers of state before the power of resistance and beyond its pretense.

The most we can say is that there is one thing to prevent an Asiatic war. It is what we call the peace of Europe.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

THE LOST CORD.

OR, WHAT IS THE PRICE OF STRING?

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."

DEAR SIR,—Is string very cheap? Herewith a piece of string thick enough and long enough to hang a few of the Post Office people. I received this specimen of official extravagance by the last French Mail; it was utilized to hold together an envelope 5 in. by 4 in. by 1 in. that had burst itself asunder.

After examination would you kindly (as you have to return so much matter to the Post Office) return it to the Post Master General with a request that his subordinates will in future, practice string-economy?

Yours faithfully,

"VERBUM SAT SAPIENTIA."

Hongkong 5th February 1898.

P.S.—I forgot to mention that the piece of string above named is 5 feet 4 inches long by 1 in. thick.

NOT AND A.

CALENDAR.

February.

Meteorological means based on ten years' observations to 1895.

Barometer 30.141
Thermometer 57.3
Humidity 79.3
Rainfall 1.76

TO-DAY.

Barometer 30.14
Thermometer 65
Humidity 85
Rainfall 5.9

TO-DAY.

Saturday, 5th February, 1898.
(St. Agatha.)

Chinese—15th of 1st moon of 24th year of Kwong-si.
(Feast of Lanterns, Fête of Shang-yuen, Ruler of Heaven.)

Jewish—15th Sabbath, 1898.
Mohammedan—15th Ramadan, 1316.

Sun—Rises 6hr. 25min.
Sets 6hr. 35min.

High water—Morning 10hr. 10min.
Afternoon 5hr. 5min.

Low water—Morning 5hr. 35min.
Afternoon 1hr. 35min.

ANNIVERSARIES.

1793—Order of St. Patrick instituted.

1865—The Spanish brig *Nervio Lepanto* taken by pirates near Lantau.

1874—End of Ashantee War.

1877—Kito railway opened by the Mikado of Japan.

1880—The Hongkong Government petitioned by the Chinese to make the Japanese yen a legal tender.

1889—Riot at Chinkiang.

TO-MORROW.

Sunday, 6th February, 1898.

Chinese—16th of 1st moon of 24th year of Kwong-si.
(Fête of Shen and Tai, the two guardians of the door. "Auspicious day for praying for wealth or offspring.")

Jewish—14th Sabbath, 1898.
Mohammedan—14th Ramadan, 1316.

Sun—Rises 6hr. 25min.
Sets 6hr. 35min.

High water—Morning 10hr. 10min.
Afternoon 5hr. 5min.

Low water—Morning 5hr. 35min.
Afternoon 1hr. 35min.

ANNIVERSARIES.

1695—Death of Charles II.

1702—Battle of Stryngipatam.

1838—Sir Henry Irving born.

1840—The Spanish Envoy Falcon arrived at Macao to demand satisfaction from the Chinese for the burning of the Spanish brig *Roldan*.

1896—Residents appointed to the Federated Malay States.

1897—Pensions on relief in India numbered 2,467,000.

CHURCH SERVICES.

St. John's Cathedral—Communion, 7 a.m., 11 a.m., 5 p.m., 8 p.m.

Roman Catholic Cathedral—Mass at 6 a.m., 7 a.m., 8 a.m., and 9 a.m. Benediction, 5 p.m.

Union Church—Services, 11 a.m. and 6 p.m.

German Bethesda Chapel, West Point—Morning Service, 10 a.m.

St. Francis' Church, Wanchai—Mass (Chin.), 7 a.m. (Port), 7.30 a.m., Benediction, 5 p.m.

St. Joseph's Church, Garden Road—Morning Service (English), 9 a.m.

St. Anthony's Chapel, West Point—Mass, 8 a.m.

Wesleyan Methodist Church—Services, 10.30 a.m. and 5.45 p.m.

St. Paul's Mission's Church—11 a.m. and 6.30 p.m.

SHIPPING AND MAIL NEWS.

MAILED DUK.

German (Sachsen) 10th inst.

American (Bellevue) 12th inst.

Tacoma (Olympia) 17th inst.

Canadian (Empress of Japan) 21st inst.

American (Peru) 21st inst.

THE China Mutual Steam Navigation Co.'s steamer *Opach*, from Glasgow and Liverpool, left Singapore for this port yesterday afternoon, and may be expected here on or about the 10th inst.

THE Imperial German Mail liner *Sachsen*, carrying the German mails with dates from Berlin of the 10th ult., left Singapore for this port at 9 a.m. to-day, and may be expected here on or about Thursday, the 10th inst.

SHIPPING RETURNS.

From 5 p.m. yesterday to 6 p.m. to-day.

ARRIVAL.

Coromandel Steamer, from Bombay

Malakka " " " "

Lobang " " " "

Yapah " " " "

Alfira " " " "

Victoria " " " "

Amoy " " " "

Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BINGO MARU	NAGASAKI, MOJI, KOBE and YOKOHAMA	THURSDAY, 10th February, at 4 P.M.
KAOSHIMA MARU	SEATTLE, WASH., via KOBE and YOKOHAMA	MONDAY, 11th February, at 4 P.M.
IZUMI MARU	Kobe and YOKOHAMA	THURSDAY, 17th February, at 4 P.M.
KAMAKURA MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE (Transhipping Cargo for Java Ports)	THURSDAY, 17th February, at 4 P.M.
SAGAMI MARU	SHANGHAI, INSEN, SHIMO-NOSEKI and KOBE	FRIDAY, 18th February, at 4 P.M.
TOKIO MARU	NAGASAKI, KOBE and YOKOHAMA	MONDAY, 21st February, at 4 P.M.
MATSUMOTO MARU	BOHAY, via SINGAPORE (Transhipping Cargo for Java Ports)	TUESDAY, 22nd February, at Noon
OMI MARU	SYDNEY and MELBOURNE, via THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 25th February, at 4 P.M.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,
Manager.

Hongkong, 5th February, 1898

J.-J. CARNAUD, 3, rue d'Argout, PARIS

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EQUIPMENT

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Consignees.

THE P. & O. S. N. Co.'s Steamship

"HYDASPES."
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 5th February at 4 P.M. will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE,
Superintendent.

"GLEN" LINE OF STEAM PACKETS.
FROM ANTWERP, LONDON AND STRAITS.

"GLENDAVON."
Having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Cargo remaining undelivered after the 9th inst. will be subject to rent.
No Fire Insurance has been effected.
Consignees are requested to present all Claims for damages and/or shortages not later than the 16th inst. otherwise they will not be recognized.

Bills of Lading will be countersigned by JARDINE MATHESON & Co., Agents.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FROM CALCUTTA, PENANG AND SINGAPORE.

"SUISANG."
Having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. of the 5th inst. will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.
Bills of Lading will be countersigned by JARDINE MATHESON & Co., General Managers.

"SHIRE" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.

FROM ANTWERP, LONDON AND SINGAPORE.

CARMARTHENSHIRE.
Captain Slocum, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon and stored at Consignees' risk and expense.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th instant will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 9th instant at 2.30 P.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 3rd February, 1898.

Intimations.

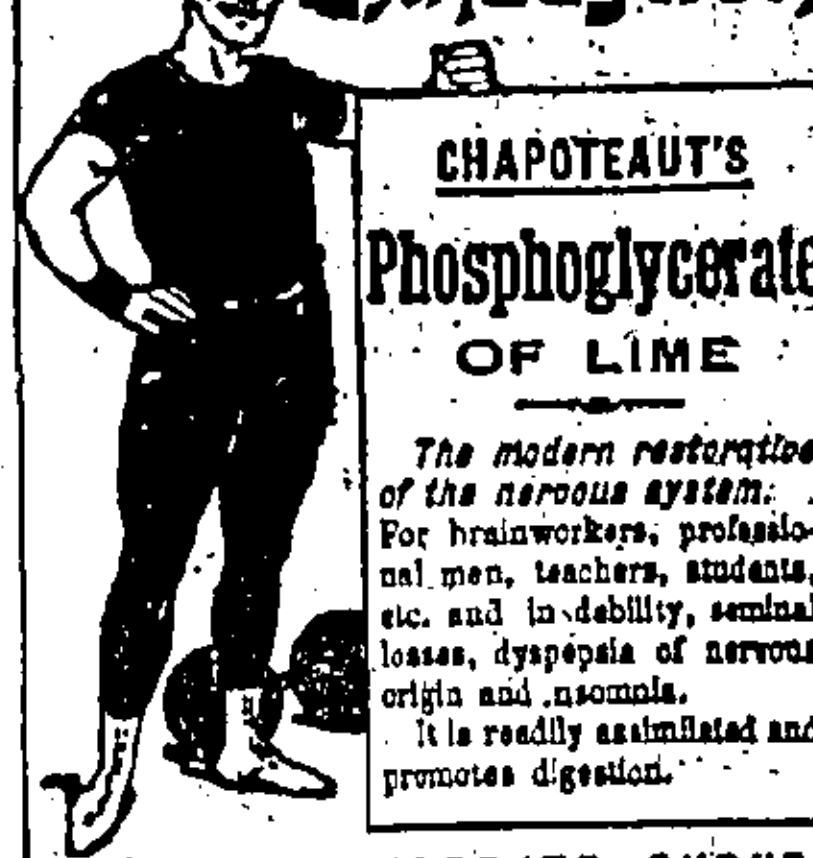
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Osaka Coal Mines.
Kansai Coal Mines.
Tokyo Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Imperial Government Paper Mills (Japan).
Cotton Cleaning and Wkg. Co., Shanghai.
Onoda Cement Company, Japan.
Kangafuchi Cotton Spinning Mill, Japan.
The Milko Cotton Spinning Mill, Limited.
Tokyo Cotton Spinning Mill, Japan.
Hayashi Clock Factory.
Hongkong, 11th December, 1897.

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CHAPOTEAUT'S
Phosphoglycerate
OF LIME
The modern restorative
of the nervous system.
For brainworkers, professional
men, teachers, students,
etc., and in debility, neuralgia,
headache, dyspepsia, of nervous
origin, and insomnia.
It is readily assimilated and
promotes digestion.

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THE GRILL ROOM.

Hongkong, 1st September, 1897.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.
The Company's Steamship

"HAILONG."
Captain Robson, will be despatched for the above Ports TO-MORROW, the 6th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAFFRAK & Co.,
General Managers.

Hongkong, 5th February, 1898.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.
The Company's Steamship

"SUISANG."
Captain T. R. Galsworthy, will be despatched as above on WEDNESDAY, the 9th instant, at Noon.

For Freight or Passage, apply to
JARDINE MATHESON & Co.,
General Managers.

Hongkong, 4th February, 1898.

STEAM TO SHANGHAI AND KOBE.
The Company's Steamship

"MARIA VALERIE."
Captain R. Mills, will leave for the above places on SATURDAY, the 12th instant, P.M.

For Freight or Passage, apply to
SANDER & Co.,
Agents.

Hongkong, 4th February, 1898.

NORDEUTSCHER LOYD.

NOTICE.

STEAM FOR STRAITS, CEYLON, MEDITERRANEAN PORTS, ANTWERP, BREMEN AND HAMBURG.

THE Company's Extra Steamship

"DARMSTADT"
will be despatched as above on or about the 15th of February, 1898.

To be followed by the
S.S. "ORWELL" on or about the 28th February.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 13th January, 1898.

FOR NEW YORK, VIA SUEZ CANAL.
THE Steamship

"LYDERHORN."
will be despatched as above on or about the 15th February.

To be followed by the
S.S. "ORWELL" on or about the 28th February.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
Agents.

Mails.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS).

"GANGES."
Captain T. F. Cressy carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 19th February, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required to be stated and are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to
H. A. RITCHIE,
Superintendent.

Hongkong, 27th January, 1898.

NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Victoria 13.167 J. Truebridge ... Feb. 22
Olympia 1.591 T. H. Dobson ... Mar. 15
Columbia 1.605 A. Gow ... April 5
Tacoma 1.549 A. Dixon ... April 26

ALSO FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Bremer 1.561 E. Porter ... Mar. 8
Mogul 1.354 W. H. Wright ... Mar. 29
Argyll 1.297 W. Ward ... May 3

THE attention of Passengers is directed to the very cheap rates offered by this Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Table, Doctor and Stewardess carried.

HONGKONG TO NEW YORK £41.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to Europe may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.
Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to
DODWELL, CARLILL & Co.,
General Agents.

Hongkong, 2nd February, 1898.

NORDEUTSCHER LOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG.

PORTS IN THE LEVANT. BLACK SEA AND BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Sachsen ... Tuesday ... 11th March
Bayern ... Wednesday ... 30th March
Prinz Heinrich ... Wednesday ... 27th April
Prinzessin ... Wednesday ... 20th May
Sachsen ... Wednesday ... 22nd June
Bayern ... Wednesday ... 20th July
Prinz Heinrich ... Wednesday ... 17th Aug.
Darmstadt ... Wednesday ... 14th Sept.
Prinzessin ... Wednesday ... 12th Oct.
Sachsen ... Wednesday ... 9th Nov.
Bayern ... Wednesday ... 7th Dec.
Prinz Heinrich ... Wednesday ... 4th Jan. '99

ON TUESDAY, the 1st day of March, 1898, at 9 A.M., the Company's Steamship "SACHSEN," Captain H. Gumpert, with MAILS, PASSENGERS, SPECIE AND CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon on SATURDAY, the 26th instant. Cargo and Specie will be received on board until 5 P.M. on Monday the 28th instant, and Parcels will be received at the Agency's Office until Noon on Monday, the 28th inst. Contents of Packages are required. No Parcel Receipts will be signed for less than 25 lbs. and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

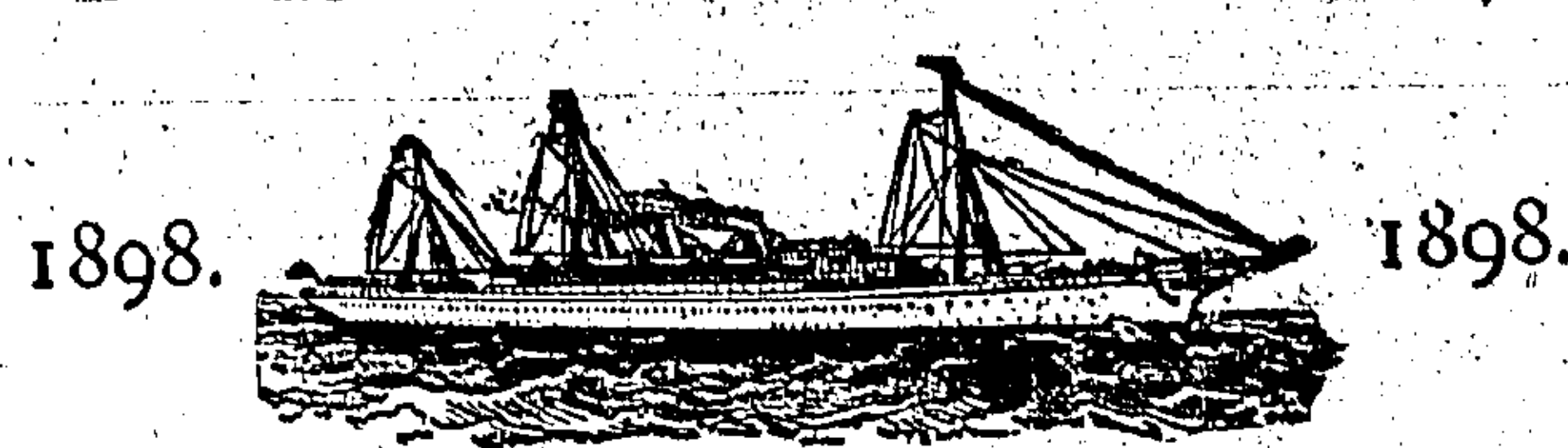
For further Particulars, apply to
DODWELL, CARLILL & Co.,
Agents.

Hongkong, 1st February, 1898.

Hongkong, 2nd February, 1898.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—4,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF INDIA...Comdr. O. F. Marshall, R.N.R...WEDNESDAY, 16th Feb., 1898.
EMPEROR OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 16th Mar., 1898.
EMPEROR OF CHINA...Comdr. H. Pybus, R.N.R...WEDNESDAY, 6th April, 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make a stop at YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a week in the Trans-Pacific journey and make connection at Vancouver with the PACIFIC TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent from the PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Paddy's Street.

Hongkong, 19th January, 1898.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Delphi (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Thursday, 22nd Feb., at Noon.

Copile (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Saturday, 12th March, at Noon.

Gaile (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Thursday, 31st March, at Noon.

THE Company's Steamship

"BELGIC"
will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on THURSDAY, the 22nd February, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 25c in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

AU PARCEL PACKAGES should be marked to address in full and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Europe beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 3rd February, 1898.

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S PATENT GENUINE COMPOSITION RED HAND BRAND. HARTMANN'S GREY PAINT. DAIHLER'S PATENT MOTOR LAUNCHES.

Sole Agents for FERGUSON'S SPECIAL CREAM and FINE O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES.

Hongkong, 14th May, 1898.

CHS. J. GAUPP & CO., CHRONOMETER, WATCH, AND CLOCK MAKERS, JEWELLERS, SILVER SMITHS, AND OPTICIANS.

CHARTS AND BOOKS. NAUTICAL INSTRUMENTS.

Sole Agents for London Audemars Watches awarded the highest Prize at every Exhibition, and the Valigian and Robert's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.

Printed and Published by CHESNEY DUNCAN at No. 6, Paddy's Hill, in the City of Hongkong.